

CHINA

THE

MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4420. 號十三月八年七十七百八千英

HONGKONG, THURSDAY, AUGUST 30, 1877.

日二十一月七年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, George Street, 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E. C. BATES, HENDY & CO., 4, Old Jewry, E. C. SAMUEL DRAGON & CO., 150 & 164, Leadenhall Street, NEW YORK.—ANDREW WILSON, 138, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

CHINA.—Swatow, QUELCH & CAMPBELL, Amoy, WILSON, NICHOLAS & CO., Foochow, HEDGES & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALKER, Manila, C. HENRION & CO., Macao, L. A. DA GRADA.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 650,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOPKINS, Esq. Deputy Chairman—F. D. SASSOON, Esq. E. R. BELLIOS, Esq. WILHELM REINERS, W. H. FORBES, Esq. ED. TOBIN, Esq. H. W. KESWICK, Esq. A. MCIVER, Esq.

Chief Manager. HONGKONG, Thomas JACKSON, Esq. Manager. Shanghai, EWEN CAMERON, Esq. LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.—ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits.—For 3 months, 2 per cent. per annum. " " 4 per cent. " " 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, August 16, 1877.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, \$800,000. RESERVE FUND, \$110,000.

BANKERS.—THE BANK OF ENGLAND. THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

Notices of Firms.

NOTICE.—M. R. EDWARD BURKE will conduct the business of my office, during my temporary absence from the colony.

R. H. CAIRNS, Surveyor to Local Offices, and Lloyd's Register of Shipping.

2, Club Chambers, Hongkong, March 17, 1877.

NOTICE.—FROM This Date Mr EDWARD SHEPPARD and Mr M. W. GREIG are authorized to sign the name of our Firm per Procuration at Foochow, and Mr F. F. ELWELL at Amoy.

RUSSELL & CO. China, June 1, 1877.

NOTICE.—M. R. F. C. DITTMER is authorized to sign our Firm per Procuration.

SANDER & CO. Hongkong, June 23, 1877.

INTIMATIONS.

LANE, CRAWFORD & CO. having been appointed sole Agents in HONGKONG for the well-known Firm of Messrs HOBOKEN DE BIE & TORLEY of ROTTERDAM, call attention to the high quality of their GENEVA.

Hongkong, July 31, 1877.

TO NATURALISTS.

C. E. BEDDOME, Esq., of Somerset, Queensland, will be happy to open a CONCHOLOGICAL CORRESPONDENCE with Naturalists, with a view to exchanging Land-Shells and Fluviatiles.

August 23, 1877.

Intimations.

DEVOE'S BRILLIANT OIL.
RELIABLE, ECONOMICAL, SAFE!!

DESIRING to benefit by the worldwide reputation of our Oil, certain parties have attempted to imitate our packages. Suits at law have been instituted against the MAKERS and PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVOE'S BRILLIANT" are stencilled on the cases, and the words "DEVOE MFG CO. PATENTS" are stamped on the top of the can.

THE DEVOE MANUFACTURING CO., 80 Beaver and 127 Pearl Streets, NEW YORK, U. S. A.

G. FALCONER & CO., WATCH AND CHRONOMETER MANUFACTURERS, AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

46, Queen's Road Central.

Hongkong, August 20, 1877.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the Half-year ending on 30th June last, at the rate of ONE POUND STERLING (£1) per Share of \$125, is PAYABLE on and after FRIDAY, the 17th instant, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors, THOMAS JACKSON, Chief Manager.

Hongkong, August 16, 1877.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of Twenty per cent (20%) of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRIE, Secretary.

Hongkong, August 1, 1877.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Extraordinary MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 11th September, at 3 o'clock p.m., for the purpose of Confirming the Special Resolutions passed at the Meeting of Shareholders held this Day.

By Order, W. H. RAY, Secretary.

Hongkong, August 21, 1877.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in an Account of the Business Contributed for the Half-year ended June 30th, 1877, on or before the 31st instant, on which Date the Accounts will be closed.

By Order of the Directors,

D. GILLIES, Secretary.

Hongkong, August 13, 1877.

DENTAL NOTICE.

D. R. ROGERS begs to inform his Patrons and the Public that he intends to visit AMOY and FOOCHOW in September and October, leaving HONGKONG about the 15th of September.

Hongkong, August 6, 1877.

W. BALL, CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' SUNDRIES, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG,

Near the Canton Steamer's Wharf.

Hongkong, July 13, 1877.

Intimations.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of Twenty per cent (20%) of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & CO., General Managers.

Hongkong, August 1, 1877.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to furnish the Undersigned with a List of their Contribution for the Year ending 31st December last, in order that the distribution of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & CO., General Agents.

Hongkong, May 1, 1877.

PUBLIC AUCTION.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from H. M. Naval Store-keeper, to sell by Public Auction, on WEDNESDAY,

the 5th September, 1877, at 11 o'clock a.m., at H. M. NAVAL YARD,

Sundry Condemned Naval and Victualling STORES, Comprising—

OLD IRON.

" GLASS.

" HOLES.

" LIGNUM-VITAE.

A quantity of CANVAS, Cordage and Sun-dries, slightly damaged by fire.

OLD CARKS AND CARES.

" MESS TRAPS.

" &c. &c. &c. &c.

Also,

26 Copper and 9 Tin Bow Lanterns,

with Lenses, &c., Complete.

TERMS OF SALE.—Cash before delivery

in Mexican Dollars weighed at 7.17. All

lots, with all faults and errors of description, at Purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Government Auctioneer.

Hongkong, August 28, 1877.

PUBLIC AUCTION.

LAMMERT, ATKINSON & CO. have received instructions to sell by Public Auction.

At a Date hereafter to be named,—

The British Barque

" ALPHINGTON,"

of 326 Tons Register or about 8,000

pounds Carrying Capacity, with all her TACKLE, APPAREL and INVENTORY.

The Vessel was Built under Lloyds special survey at Berwick-on-Tweed in 1856, Classed 12 years A. 1. at Lloyds and continued in 1868 A. 1. for 8 years.

She was Remasted over Felt in London in July, 1875.

TERMS.—One-third of the purchase

money to be paid on fall of the hammer, the remainder upon Transfer being effected.

The Vessel is at Purchaser's risk immediately after fall of hammer.

Hongkong, August 25, 1877.

To Let.

TO LET.

NOS. 4, and 5, PECHILI TERRACE, ELGIN STREET.

Apply to LANE, CRAWFORD & CO.

Hongkong, July 30, 1877.

TO LET.

HOUSE No. 10, Albany Road, lately occupied by the Rev. R. H. KIDD.

" Borne Villa," Pollock-Jum, Furnished.

Houses Nos. 8 and 9, Pedder's Hill.

DAVID SASSOON, SONS & CO.

Hongkong, July 21, 1877.

TO LET.

DOUGLAS LAPRAIK & CO.

Hongkong, July 9, 1877.

TO LET.

HOUSE No. 10, Albany Road, lately occupied by the Rev. R. H. KIDD.

Notices to Consignees.

NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. ASSAM AND INDUS.

CONSIGNEES of Cargo by the above-named Vessels, from London, Bombay and Intermediate Ports, and in connection with the Steamer *NEPAUL* from Calcutta, are hereby informed that their Goods are being landed and stored at their risk in the Company's Godowns, at West Point, whence delivery can be obtained from this date.

Goods not delivered by the 1st September will be subject to rent.

ADAM LIND,

Superintendent.

Hongkong, August 25, 1877. *scd*CASTLE LINE OF STEAMERS,
LOUDOUN CASTLE,
FROM LONDON AND SINGAPORE.

THIS Steamer having arrived, Consignees of Cargo are hereby informed that their Goods are being landed, at their risk, into the Godowns of Mr A. MCG. HEARON, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

Optional Cargo will be forwarded on, unless notice to the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 1st Proxime will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,

Agents,

Hongkong, August 25, 1877. *scd*

FROM LONDON AND SINGAPORE.

THE S. S. *Gleneagles* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored by the Underfitter in their Godowns, whence and/or from the Wharf or Boat delivery may be obtained.

Optional Cargo will be forwarded to Shanghai, unless notice to the contrary is given before Noon To-day.

Cargo remaining undelivered after the 1st Proxime will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

Agents,

Hongkong, August 27, 1877. *scd*GERMAN BARK *ADOLPH*, FROM HAMBURG.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Underfitter for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co.,

Agents,

Hongkong, August 8, 1877.

Intimations.

K WONG HING CHEUNG & Co., COAL MERCHANTS, Have always on hand for Sale every description of COAL at Moderate Prices. Mr Aarox has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr FAR JACK, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 18, 1877. *mc19*

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crews of the following Vessels, during their stay in Hongkong Harbour:—

TWILIGHT, British barque, Capt. Dalargy.—Jardine, Matheson & Co.

NIMROD, British barque, Capt. Clark.—Captain.

PILOM, American ship, Capt. F. Foulke.—Order.

SONDIA, British ship, Capt. Lightbody.—Russell & Co.

FORMOSA, German 3-m. schooner, Capt. C. Schweer.—Melchers & Co.

ULOCUS, British barque, Captain A. P. Goodman.—Borneo Co.

ANNIE S. HALL, American 3-m. schooner, Capt. Chas. H. Nelson.—Douglas Lapham & Co.

ABERLADY, British barque, Capt. Nicoll.—Jardine, Matheson & Co.

BEETHOVEN, German barque, Captain R. H. E. —Melchers & Co.

VISCONTE MACDUFF, British 3-m. schooner, Capt. Wm. Wright.—Borneo Co., Limited.

10-day's Advertisements.

FOR SHANGHAI.

The Steamship "YANGTSE."

E. SCHUTZER, Master, will be despatched for the above Port TO-MORROW, the 31st Instant, at Noon.

For Freight or Passage, apply to SIEGMANN & Co.

Hongkong, August 20, 1877. *scd*

FOR SWATOW, AMOY & FOOCHEW.

The Steamship "DOUGLAS."

Captain G. D. PITKAN, will be despatched for the above Ports on SATURDAY, the 1st September, at Noon.

For Freight or Passage, apply to DOUGLAS LAPHAM & Co.

Hongkong, August 20, 1877. *scd*

FOR SALE.

ONE of the Finest VILLA SITES in Kowloon, with MAT BUNGALOW, newly erected, Garden, Tennis Lawn, &c.

WILSON AND SALWAY,

Architects, &c.

2, Queen's Road, Hongkong, August 20, 1877. *scd*

SHIPPING.

ARRIVALS.

Aug. 20, *Gustav*, German barque, 656, Baben, Halton Aug. 20, Rice.—CAPTAIN.

Aug. 20, *Olympia*, German steamer, 777, F. Nagel, Hoitow Aug. 28, General.—SIEMENS & Co.

Aug. 20, *Yangtze*, British steamer, from Canton.

Aug. 20, *Dale*, British steamer, 641, Thompson, Bangkok Aug. 21, General.—YUEN FAH HONG.

Aug. 30, *Emu*, Spanish steamer, 222, Francisco Blanco, Manila Aug. 26, General.—REMEDIOS & Co.

Aug. 30, *Northampton*, British ship, 1161, J. C. Clare, Newcastle (N.S.W.) July 2, Coal.—GILMAN & Co.

DEPARTURES.

Aug. 20, *Scindia*, for Manila.

20, *Gleneagles*, for Shanghai.

30, *Holymoor*, for Hoihoi & Halphong.

30, *Marivelle*, for Manila.

30, *China*, for Yokohama and San Francisco.

CLEARED.

Antwerp, for Mexiques (Bolivia). Woodhall, for Portland Oregon.

Geneve, for Saigon.

Charley, for Keeling.

Yangtze, for Shanghai.

Canton, for Bangkok.

Beethoven, for Whampoa.

Benefactor, for Amoy.

Robert Henderson, for London.

PASSENGERS.

ARRIVED.

Per *Gustav*, from Saigon, 3 Chinese.

Per *Olympia*, from Hoibow, 68 Chinese.

Per *Dale*, from Bangkok, 54 Chinese.

DEPARTED.

Per *China*, for Yokohama, 24 Chinese; for San Francisco, Miss Grimstead, Mrs Stephens, Mrs McLean, Son and Two Daughters, 1 European, and 50 Chinese; for Liverpool, Major Emerson.

Per *Holymoor*, for Hoihoi, 2 Europeans, and 26 Chinese.

TO DEPART.

Per *Yangtze*, for Shanghai, 40 Chinese.

SHIPPING REPORTS.

The German barque *Gustav* reports: Light winds to Maclesfield Bank, then light E. N. E. winds to port.

The German steamer *Olympia* reports: Fresh N.E. winds and fine weather throughout.

The British steamer *Dale* reports: First part of passage strong S.W. winds, latter part strong N.E. to E. winds.

The British ship *Northampton* reports: Had light winds from Newcastle (N.S.W.), passed St. John's Island July 24th, then Westerly winds to 17 North, then light Easterly winds to this port. Passed Guineas Island August 5th, and Babuay Islands on 26th inst. Anchored at 1 a.m. this day in Taibong Channel, and got under weigh this morning at 10. Anchored here noon.

CARGO.

Per S. S. *Hindostan*, sailed 25th August, 1877.—For Australia: from Fowey, 60 boxes and 50 half-chests Tea.

For Boston: from Shanghai, 280 boxes 66, half-chests and 204 chests Tea.

For London: from Shanghai, 8,735 boxes, 6,407 half-chests and 133 chests Tea, and 427 bales Raw Silk; from Macao, 384 bales Silk, and 1 case Silks.

From Amoy, 115,000 lbs. Oolong. For Continent: from Shanghai, 28 bales Raw Silk; from Yokohama, 7 bales Raw Silk; from Canton, 118 bales Raw Silk, and 119 bales Cocoons.

Correspondence cannot be Registered after 3.15 p.m.

The Mail will be closed at 8.30 p.m.

Correspondence for New Zealand must be specially directed via Torres Straits, or it will be sent via Galle.

Correspondence for Southern and Western Australia can be sent by this route if desired, but as a general rule it is better to send it via Galle.

A Supplementary Mail for Singapore only will close on board 10 minutes before the vessel starts. Late Letters for Australia must be sent to the care of an Agent at Singapore.

Hongkong, August 20, 1877. *scd*

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SHANGHAI.—

Per *YANGTSE*, at 11.30 a.m. To-morrow, the 31st Inst.

For SWATOW, AMOY & FOOCHEW.—

Per *DOUGLAS*, at 11.30 a.m. on Saturday, the 1st September.

MAILS BY THE TORRES STRAITS PACKET.—

The Australian Contract Packet *SOMERSET*, will be despatched from Hongkong on WEDNESDAY the 5th September, with Mails for Singapore, Somerset, Cootown, Cleveland Bay, Bowen, Keppel Bay, Brisbane, Sydney, Tasmania, New Zealand, and Melbourne.

Correspondence cannot be Registered after 3.15 p.m.

The Mail will be closed at 8.30 p.m.

Correspondence for New Zealand must be specially directed via Torres Straits, or it will be sent via Galle.

Correspondence for Southern and Western Australia can be sent by this route if desired, but as a general rule it is better to send it via Galle.

A Supplementary Mail for Singapore only will close on board 10 minutes before the vessel starts. Late Letters for Australia must be sent to the care of an Agent at Singapore.

Hongkong, August 20, 1877. *scd*

MAILS BY THE ENGLISH PACKET.—

The English Contract Packet *PASHAWA*, will be despatched for the above Mails for Europe, &c., on SATURDAY, the 8th September.

The following will be the hours of closing the Mails, &c.,

Friday, the 7th September, 5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night Box, which remains open all night.

Saturday, the 8th September, 7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10.15 a.m., Letters may be posted with Late Fee of 18 cents extra Postage till

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only addressed to the United Kingdom, Vt. Bremen, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till

11.30 a.m., when the Mail is finally closed.

Hongkong, August 28, 1877. *scd*

POST OFFICE NOTIFICATIONS.

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *IRAOUAD*, DY will be despatched from Hongkong on SATURDAY, the 1st Sept., with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

Letters may also be forwarded to INDIA by this Packet, but can be paid only as far as Ceylon. The postage to Ceylon must be prepaid. Such letters should be marked *Paid to Galle* only; they will go on from Galle as unpaid.

The following will be the hours of closing the Mails, &c.,

Friday, 31st August, 5 p.m., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Saturday, 1st September, 7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters.

11.10 a.m., Letters (but Letters only) except those to and through Australia, may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.

Hongkong, August 18, 1877. *scd*

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *BELGIO* will be despatched on SATURDAY, the 8th September, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 p.m. Registry of Letters ceases.

2.30 p.m. Post Office closes.

2.50 p.m. Correspondence for Japan the United States, or Union Countries only may be posted on payment of a Late Fee of 12 cents extra postage until

2.50 p.m. when the Mail is finally closed.

Hongkong, August 25, 1877. *scd*

A witness named Gossin was called. He had seen the Captain strike the plaintiff two or three times with his fist. He was once beaten with a whip. He was also tied up. The Captain accused the plaintiff of having stolen an anchor and chains when the vessel was at anchor at Toulon. They were kept in the fore-peak, which had a door to it, but the key was kept by the second mate. The Serang had no key. He had not heard of the complaint of some tarpaulins having been lost.

By Mr Brereton, who appeared for the defendant.—The Serang was tied up close to the after-hatch not far from the main-hatch. When I was asked by the Serang to come to give evidence, I was not told the nature of the evidence I was to give.

Cheung Ahlin, steward and cook on board, was examined.—The Captain had charged the plaintiff with stealing a piece of chain and some small things. The Captain tied him up to the rigging, his feet just resting on the deck, and whipped him with a horse-whip several blows. The Serang cried out from pain, and denied that he stole the things. Witness did not understand what the plaintiff said. He was tied from 10 o'clock a.m. till about 5 p.m. There were tarpaulins used to cover the hatches, but how they were stowed while they were not used, witness could not say. The first mate had the key of the fore-peak where the coal was stored. Witness only saw the Captain strike the Serang that one time he was whipped. The plaintiff's clothes were not taken off when he was beaten.

The plaintiff was recalled and said he was tied up from 10 a.m. till 5 p.m. He was sometimes knocked down by the Captain with the fist, but had never been whipped before.

Mr Brereton then addressed the Court, dwelling on the fact of the plaintiff's previous silence as to the assertion that the fore-peak was under lock and key, which was kept by the 1st or 2nd mate.

His Lordship adjourned the Court for a short time for Capt. Gerstenberg or the chief officer to come to clear up the point of the lock and key, but after waiting for some time, no appearance from either was put in. His Lordship then proceeded to give judgment. He said the claim was for wages, which the defendant did not deny, but put in a set-off of value of certain things said to have been stolen, the amount of which was much larger than the claim. In setting up a set-off like this, it was for the defendant to prove the charge he had brought against the plaintiff. He was sure Mr Brereton was not aware of the circumstances under which the confession was obtained, otherwise he would not have brought it into Court. But the Captain being a Dane did not probably know the feelings of Englishmen in things like this, and his Lordship must say that he was astonished to see the audacity of setting up a defence like this in an English Court. The Captain had said that the plaintiff had confessed to stealing those things, but the Captain had admitted that he tied the man up by the wrists and gave him with a slight whip ten or twelve blows as hard as he could, and that it was then that the plaintiff confessed to stealing the things. Now a confession extorted under these circumstances the Court must emphatically reject. His Lordship was not one of those who would deprecate the use of the lash on board ships at all. He attributed the decline of discipline in the Merchant Navy to the impression of the Captains that they could not use the lash on proper occasions, and this led to the use at times of such desperate weapons as belaying pins, of which they heard so much some time ago, inflicting serious wounds, which would have been avoided if a cat or some such instrument were provided. He did not find particular cruelty was practised in this instance, but the claim for set-off failed altogether, and the plaintiff was entitled to his wages.

As to the desertion, which would have been an answer to a claim for wages, he must say that the treatment the plaintiff received justified his leaving the ship. He had applied to the Consul for his wages, but as he could not get his wages, he declined the discharge and came to this Court to get payment. His Lordship would be very sorry to see the plaintiff handed back again to the mercies of Captain Gerstenberg. He then gave judgment for the plaintiff, and unless security was given, he must give immediate execution.

Mr Brereton undertook that the money would be paid, and said that he was surprised to hear of the beating and the confession, and the first time he heard of it was when the case was in Court; if he had, he would not certainly have advised the matter being taken into Court.

IN VICE ADMIRALTY.

(Before His Lordship the Chief Justice, Sir JOHN SMALE, with Capt. THOMSETT, R.N., as Assessor.)

Aug. 30, 1877.

A COLLISION BETWEEN TWO STEAM- LAUNCHES.

Blanche v. Cumloong.

Mr Baylair, Q.C., instructed by Mr Brereton, appeared for the promovant, and Mr Kingmill, instructed by Mr Sharp, the Queen's Proctor, for the respondent.

This case was resumed to-day.

Mr Kingmill read a letter which he had just received from Capt. McMurdo in which he stated that he had remeasured the distance between the inner rock and Yowmab-tee Pier, and found that there was a mistake in his measurement, caused by his boatman who ran out the line. The boatman had run out the line, and there was one length short, which he did not report to Capt. McMurdo, so that the distance was given as 380 feet, instead of 500, as stated by Mr Wilson. He thought it right to bring this discrepancy to the notice of the Court, both in justice to the importance of the case, and to Mr Wilson himself.

His Lordship said nothing very important would turn on the distance of the rocks and the case was then proceeded with.

Inspector Wm. F. Whitehead was called.

—I am a Police Officer. My duties take me to Yowmab-tee once a week. I have been doing so for the last six years. On the 13th May I went to Yowmab-tee with the Cumloong at about 25 minutes to 12. It was about half ebb tide. As we neared Yowmab-tee, I noticed three Chinese junks moored in the position I describe in the chart. I first saw them when we were 500 or 600 yards from the rock. One of the junks was about 40 or 50 feet from the rock. Her head was bearing towards the rock on the north. The three were bearing in the same direction. They appeared

to be 10 or 12 feet apart, there was not swinging distance between them. I noticed the nearest junk to the rock had got a small punt with 5 men in it, who were pulling up an anchor.

By the Court.—The boat was close up to the rock.

By Mr Kingmill.—The passage between the hawser and the rock was 30 feet clear. There was no other passage through which the Cumloong could pass. The look-out man on board the Cumloong shouted to the sampan men telling them to get out of the way. He waved them to go to the port side. The whistle was blown on board the steamer and the steersman shouted "Man Sih." The engines were ordered to be stopped when we were about 6 or 8 feet from the sampan. Three men jumped out of the boat, two on one side, and one on the other, while the other two fell back in the boat. The action of the men jumping out caused the boat to slew round into the course of the Cumloong. The boat was struck, but did not capsize. I had noticed the Blanche from the time she left the pier; we were then 150 feet outside the rock. She backed out towards a marriage boat, and her bow was then pointed towards the rock. She then went ahead. I know there are sunken rocks about there as I have been bathing there, and I think it would have been very dangerous for the Cumloong to have gone nearer to the rock than she did. When the Blanche commenced to go ahead she steered for the same passage, as the Cumloong was coming in. I cannot say at what speed she was going. The Blanche was then on the port bow of the Cumloong and a little more than 50 feet distant. When the Cumloong struck the sampan the order "to how" ("go astern") was given. I do not know if the engines were reversed, I was busy looking ahead. The Blanche appeared to want to pass between us and the rock. I shouted to the man steering the Blanche, and asked him in English as loud as I could "What the deuce are you looking at?" and motioned him to keep back. The Cumloong had very little way on her at the time, both steamers meeting very slowly. The Cumloong struck the Blanche about 4 or 5 feet from the bow, on the starboard side. There was a clear passage between the junk and the marriage boat. I have often left the pier in the Blanche and other boats by the outside passage. If there are no junks anchored there, the best passage is by the rock.

By Mr Baylair.—I think a minute and a half elapsed from the time the Blanche left the pier until the collision took place.

The distance between the pier and the rock is 20 or 30 feet. I cannot say whether or not the Cumloong had slackened speed before we reached the rock.

Young Atai was called:—I am master of the Cumloong; I have been so for 2 years; I was formerly master of a cutter belonging to Mr. Geo. Heard, two years and a half ago. I was six years in that employ. I remember the 13th May, I left for Yowmab-tee about noon. The Junks were moored off the Police Station. When I first saw the sampan I blew the whistle, and ordered the look-out man to tell them to keep back. We were then about 100 feet off, when I slowed the engines. They did not move, so I stopped the engines when 200 feet off.

Mr Kingmill said, You told me just now that you were only 100 feet off when you slowed the engine.

Witness corrected himself, and said he was 200 feet when he slowed, and then 200 feet when he stopped altogether.

Continued:—I steered for the line of the police station and did not try to go near the rock; I went 20 feet from the rock. I could not go nearer than 15 feet without danger. My boat touched the sampan, and three out of the five men in her jumped overboard. I saw the Blanche leaving the what, and should judge that 4 or 5 minutes elapsed before he collided with my boat. Just before the collision I ordered the engines to be reversed, which was done. I should think the Blanche was 2 fathoms distant when the engines were reversed. I never use the passage by the rock coming out if I can avoid it.

In cross-examination witness said he was 200 feet off the sampan when he first noticed it; he stopped the engine, but not soon enough to avoid touching the sampan. He could stop all way on his boat within 200 feet. He knew he ran a great risk of running down the sampan, but he did not alter his course, as there was no room. He continued:—The Cumloong is a very fine boat; I am rather proud of her; I of course like to beat the Blanche. But I do not go full speed when going to Yowmab-tee. My boat can steam 7 knots. I rather thought I was in fault myself at the time of the collision. This however it is not for me to defend, as I never intended to convey any such impression.

Again "Anodyne" writes, "Corrosive"

"almost makes it a point of honour that to hang his feeble logic, that because a Chinaman is only a Chinaman he richly deserves any kind of indignity, and that he ought to be thrown outside the pale of humanity!"

"Anodyne" ("mentiris impudens")

"I challenge you to produce the very slightest semblance of these sentiments from anything I have written."

"Anodyne" seems inclined to suppose

that I have met with some disappointment

since the advent of the present Governor,

hence my splenetic effusions, and seems also to hint that I had better not be too indifferent to my moral and social advancement,

and the solid advantages accruing therefrom.

Not being in Government service and having

nothing whatever either to hope or to fear

from the Governor, so that solid advantages

in this case are a myth, and as moral ad-

vancement means getting "chumby" with

Bishop Raimondi and the Ultramontane,

I can afford to dispense with that style of

thing, and am perfectly well able to look

after my social advancement, so far as I care

to do so. It has struck me that "Anodyne"

may imagine I have written an application

to be made a J.P., as some people have done,

or even looked to be made a Member of

Council. I beg to assure him I have not

done so, and those are the only disappoint-

ments I can conceive possible.

Let flogging be dreadfully cruel or no, it is

a fact beyond cavil that, after its introduc-

tion into the Colony, serious crime almost

ceased, and it would be strange doctrine to

hold that, when an effective remedy for crime

has been discovered, the whole population

should again be subjected to the risk of vio-

lent crimes because a whimsical philanthro-

pist with the necessary power comes among

them. Don't let it be supposed that I am

deficient in humanitarian feeling. When

the first news of Governor Eyre's severities

in Jamaica arrived in Hongkong, I believe

I was the only man who unhesitatingly

condemned him and declared he would be

recalled.

What does "Anodyne's" letter amount to?

Absolutely nothing! He has not reha-

bilitated the Governor in a single point. He

might have done good service, if he had told

us that the result of the mercifulness of the

Governor was a diminution in the number of

prisoners in Gaol. But he can't do this.

Things do leak out somehow, and it is said

that his numbers are surely and steadily in-

creasing.

Can any tell us anything about the

attempt to foist Mr Ng Achoy upon a Com-

mittee of Merchants, Foreign and Native,

the necessity for which was not seen by the

foreigners?

Yours faithfully,

CORROSION.

To the Editor of the "CHINA MAIL."

Hongkong, Aug. 30, 1877.

Sir,—"Anodyne's" communication in

your last night's issue was "waded

through" with mixed feelings of astonish-

ment and disgust, until the probable cause

for its tenor became apparent in the con-

cluding paragraph "that were it not for a

slight illness I would have," etc., etc.

Unquestionably, Mr Editor, "a little unwell!" "Slight fever," no doubt, which, mounting to the head, produced a temporary softening of the brain, the effects of which had not altogether disappeared when "Anodyne" addressed you his communication.

May he soon recover.

"POOR ANODYNE!"

P. S.—Without for a moment doubting but that some of "Corrosive's" statements have been somewhat exaggerated, yet it is admitted on all sides— "Anodyne" to the contrary—that Governor Hennessy's policy, so far as ascertainable through the ingenuity with which he has evaded declaring any policy at all since the words—"idle words"—of his inaugural speech, has been bad, utterly bad; and the sooner the non-official members of the Legislative Council waken up from their present state of lethargy, the sooner will the public feel that it is represented in fact and not alone in name.

THE CHOLERA IN KEWCHWANG—YINGTSE.

13th August, 1877.

For the last fortnight there has been quite a panic in Yingtse (native town). Business has been nearly at a standstill, and superstition has been the rage. It is computed that some 1,500 people have died from cholera, but although many more are given as the total by those on the spot, and some foreigners think the mortality must have been less, it cannot be denied that coffin makers have had a good time. Anyhow the mortuary, where coffins are deposited till the friends who live at a distance can send instructions, has been filled more than once. An inspired native fisherman has been very successful, and is said to have cured thousands. For days he was to be seen, a wild man, with hair unplaited, eyes stark and staring, a good cudgel in his hand. When a patient was brought to him (on dit that he objected to display his power when the disease was very deep, which a tyro, in medicine could see in the shape of "tetanus,") he spoke a few short sharp words, poked the victim in the stomach, struck him well over arms and legs, and then with a "chow-chow" (get out), another whack on the back, and a kick in the birch broom part of the person, he was ready for another cure. As hundreds no doubt suffer from funk, the remedy with which this poor fisherman may be said to have been inspired, saved many hundreds, or, natives say, thousands of lives. The Tao-tai has behaved very sensibly in prohibiting the sale of those accompaniments of cholera, water, and other melons, unripe fruit, cucumbers etc., etc. He also intended great confidence by ordaining extra holidays, or another now year. Fire-crackers went off in great quantity on 6th, 7th, and 8th August, and when the evil spirits had been kicked out of the town, there was an easier feeling. The powder did some good in purifying the air, but we owe our safety more to the extraordinary change in the weather on 10th instant. The coldest during the night was 74° Fahr. (at 9 a.m. 80°). Towards noon a north wind set in and has been blowing pretty stiffly ever since, the result being that on 11th instant Fahr. shewed 68°, (highest 75°); on 12th 58°, (highest 70°), and this morning, 56° coldest, at 10 a.m. 60°.

To prove that the air one breathes, and the dirt allowed to pollute native residences, have more or less to do with the sickness, it is only necessary to note that not one Chinaman in foreign employment has died. Some Malays have succumbed on board ship, and one Capt. (Jan) of French brandy Ste. Anne, died on 8th, having been buried only a few hours by the good *sœurs de charité*. The deaths in Yingtse are not so numerous, and if the present beautifully cool weather continues, it may be hoped that we have seen the worst. No resident has yet suffered fatally, although very sudden calls have been made for the brandy bottle, and sundry small bags of camphor have been displayed as near to the breathing powers as

Intimations.

Insurances.

NOTICE.
THE Undersigned begs to remind his Customers and the Public generally that he still CARRIES on his PHOTOGRAPHIC BUSINESS in No. 3 A, LOWER WYNDHAM STREET; and that he has no connection whatever with the Establishment recently opened in Queen's Road, under the Name and Style of AFONG & CO.

AFONG,

No. 3 A, Wyndham Street,
Hongkong, August 16, 1877.

AFONG,

PHOTOGRAPHER,
by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;

and to

H. I. H. THE GRAND DUKE ALEXIS
OF RUSSIA,
Wyndham Street, formerly ATHLETIC CLUB,HAS on hand the Largest and Best
collection of Views of China, Photographic Albums, Frames, Cases, &c., of
assorted sizes. Ex S. S. Tyre, Revolving
Standard Albums, Armorial Monograms,
and Postage Stamp Albums. Russia Leather,
Velvet and carved wood Albums, Cases and
Frames, nice Albums for Cabinet Portraits
only, Portraits of the Generals of the present
Russia-Turkish War, Eminent British
Statesmen, the two Chinese Ambassadors
in Cabinet and Carte de Visite sizes,
Coloured Portraits of English Ladies.

Hongkong, August 24, 1877.

AH YON,

SHIPS' COMPRADORE AND
STEVEDORE,
No. 5, Praya Wan,
SHIPPING SUPPLIED WITH ALL KINDS OF
COAL, WATER, BALLAST, FRESH
PROVISIONS & OILMAN'S
STORESOf the best quality and at the shortest notice.
Hongkong, May 1, 1876.

Mails.



STEAM FOR

Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London,

Also,

Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steam-ship
PESEWAUR, Captain White, will
leave this on SATURDAY, the 8th
September, at Noon.For further Particulars, apply to
A. LIND, Superintendent.

Hongkong, August 28, 1877.

see 8

Occidental & Oriental Steam-
ship Company.TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL
andUNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.THE S. S. "BELGIC" will be de-
patched for San Francisco via Yoko-
hama, on SATURDAY, the 8th September,
at 3 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.Connection is made at Yokohama, with
Steamers from Shanghai.Freight will be received on Board until
4 p.m. of the 7th Proximo. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.Return Passage Tickets available for 6
months are issued at a reduction of 20 per
cent on regular rates.For further information as to Freight
or Passages, apply to the Agency of the
Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, August 23, 1877.

see 8

INSURANCES.

SHEONG ON FIRE INSURANCE
COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Director.

KWOK ACHONG, Merchant.
PANG YIM, Merchant.
HO SAM, of Hop Yim, Merchant.
Loo Yee, of the Yee On Hong, Merchant.
Lee Sing, of Lai Hing Firm, Merchant.
CHENG SING YONG, Merchant.
CHOW CHAN, Merchant.

Manager—HO AMEL

POLICIES against FIRE granted on
BUILDING and on Goods stored
therein at CURRENT RATES, subject to
a DISCOUNT of 20 % on the Premium.

OFFICE, 48, Bonham Strand.

Hongkong, August 23, 1877.

see 22

Insurances.

HAMBURG-MAGDEBURG FIRE IN-
SURANCE CO. OF HAMBURG.

THIS Company is now Prepared to
Issue Policies against LOSS or
DAMAGE by FIRE at Current Rates.
Every Risk taken by this Company is
participated in by Three of the largest
German Fire Insurance Companies, re-
presenting an aggregate Capital and Surplus
of over SIXTY MILLION MARKS,
equal to FIFTEEN MILLION DOLLARS,
thus enabling this Company to accept large
Lines.

SANDER & CO.,
Agents.

Hongkong, June 26, 1877.

see 26

THE
NORTH-CHINA INSURANCE CO.

SUBSCRIBED CAPITAL—Tael Two Million,
in 1,000 shares of Tael 2,000 each.
PAID UP CAPITAL—Tael Six Hundred
Thousand, or Tael 600 per share.

PROVISIONAL COMMITTEE.

F. H. Bell, Esq. (Messrs Addison, Bell & Co.)
M. S. Guiray, Esq. (Messrs David Sasseon,
Son & Co.)
James Hart, Esq. (Messrs Turner & Co.)
E. H. Laevens, Esq. (Messrs Gilman & Co.)
Hugh Sutherland, Esq. (Messrs John Forster
& Co.)
A. G. Wood, Esq. (Messrs Gibb, Livingston
& Co.)

HEAD OFFICE—SHANGHAI.
Secretary—HERBERT S. MORRIS, Esq.BANKERS.
HONGKONG & SWANSEA BANKING CORPORATION.BRANCHES.
LONDON (25, Cornhill, E.C.), HONGKONG,
YOKOHAMA.AGENCIES.
At the principal ports in the East and Australian
Colonies.

THE Company will be constituted on
the 1st January, 1878, as a per-
manent Marine Insurance Company, to
carry on the business (established in 1863)
of the NORTH CHINA INSURANCE COMPANY,
1876-1877.

A Reserve Fund will be formed of Tael
400,000, by setting aside a portion of the
profits at such times and in such sums as
the Shareholders shall decide.

The net profits of the Company for each
year will be divided amongst the Share-
holders, in the following manner—

One-third over the Shares, a portion
thereof being set aside for the forma-
tion of a Reserve Fund as above stated.
Two-thirds as a return to Contributors
(being Shareholders), in proportion to
the Premium paid or influenced by them.

A revision of the Share List will take
place at the end of every three years, and
for this purpose power will be given to the
Directors by the Deed of Settlement to
withdraw at the before-mentioned periods
all or any of the Shares held by Share-
holders who have not contributed Premium
or whose contributions during the preced-
ing three years have not been in proportion
to the number of Shares held.

Shareholders retiring from the Company
in pursuance of the above regulation, will
be notified at least three months prior to
the date fixed for any such revision of the
Share List, and will have the option of dis-
posing of their Shares in either of the
following ways:—

They will be at liberty at any time after
receipt of notice of withdrawal, and
prior to the date of revision, to sell
their Shares to any person approved
by the Company and accepted as the
transferee; or

Upon surrendering their scrip certificate
for cancellation at the time of such
revision, and pursuant to notice, will
receive a return of the Capital paid up
thereon; and so soon after as the
financial position of the Company up
to the date of the revision can be ascer-
tained and the accounts adjusted, they
shall also receive a pro-rata share of the
Reserve Fund, if any accumulated,
together with such proportion of the
unappropriated profits as may be found
due to them.

NOTICE IS HEREBY GIVEN, that Applications
for Shares in the undermentioned
form will be received at the offices of the
Company, from residents in China and
Japan, until the 30th September; from
London and distant ports until 31st October
next.

FORM OF APPLICATION FOR

SHARES.

To the Provisional Committee of the
NORTH-CHINA INSURANCE COMPANY.

Gentlemen,

..... hereby request that you
will allot to Shares in the
above Company, and..... agree to
accept such Shares, or any less number
you may allot to and..... agree to
pay the first call of Tls. 600 per
Share, and all subsequent calls, and to
subscribe the Deed of Settlement when
required to do so.

Gentlemen,

Your obedient servant,

Forms of application for Shares can be
obtained at the Head-office, or by applica-
tion to the Agents of the Company.

Shanghai, June 18, 1877.

see 10

THE ON TAI INSURANCE COM-
PANY, LIMITED.

CAPITAL Tael 400,000, EQUAL TO
\$555,555 1/3.

Director.

Lee Sing, of the Lai Hing Firm.

CHAN SHUNG LAI, of the Lai Yuen Firm.

WONG YIK PUN, of the Chin Cheong Wing

Hong.

Loo Yee, of the Yee On Firm.

FOON SENG FOO, of the Tung Saeng Wo

Hong.

WONG FAI CHONG, of the San Tye Lee

Hong.

PUN PONG, of the Wy Seng Firm.

Manager—HO AMEL

POLICIES against FIRE granted on
BUILDING and on Goods stored
therein at CURRENT RATES to AUSTRALIA,

CALIFORNIA, MANILA, SINGAPORE, SAIGON,

PENANG, and to all the TREATY PORTS
of CHINA and JAPAN.THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HEAD OFFICE, 48, Bonham Strand.

Hongkong, October 14, 1876.

Insurances.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the TREATY PORTS of
China and Japan, and at Singapore,
Saigon and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHTRELL,
Secretary.

Hongkong, November 1, 1871.

see 26

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLION POUNDS.

THE Undersigned are prepared to grant
POLICIES against the Risk of FIRE on
Buildings or on Goods stored therein,
or on Goods in Matches, on Goods on board
Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBERG & CO.

ANTWERP.

Auguste

Beethoven

Benefactor

Bon Accord

Bonita

Bremia

Bu Pan

Canton

Carmelita and Ida

Catherine Marden

Charles Moureau

Cleopatra

Clyde

Cobet

Cordelia

Cotton

Cronaca

Cronaca